

THE DAILY HERALD

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BY CARRIER.
The DAILY HERALD is delivered by carrier
in El Paso, Texas and Juarez, Mexico, at 10
cents per week, or 60 cents per month.
Subscribers failing to get THE HERALD regu-
larly or promptly should notify THE HERALD
business office (not the carrier) in order
to receive immediate attention. Telephone
No. 115.

ADVERTISING RATES.
Rates of advertising in the Daily or Weekly
edition made known on application to the
publication office. Circulars of the business
department will call and quote prices and
contract for space.
Local 10 cents per line in every instance
for first insertion, and 5 cents per line for each
additional insertion.
Local notices of every description \$1 per
each insertion.

BOOK AND JOB PRINTING.
THE HERALD is fully prepared to do all
kinds of plain and fancy job printing in all
the latest styles. Work perfectly and
promptly done.

THE WEEKLY HERALD.
A large eight page paper giving the
local events of the week. Published
every Saturday. Just the paper to
send friends for information regard-
ing El Paso. Price \$2.00 per year—
six months \$1.00.

THE WEATHER.
UNITED STATES WEATHER BUREAU
EL PASO, TEXAS, February 15, 1898.
Local Time 5:25 a. m.
Barometer, 30.25
Thermometer, 33
Direction of wind, S. by E.
Velocity of wind per hour, 16
Weather, Clear
State 24 hours (inches and hundredths), 0.00
Highest temperature last 24 hours, 31
Lowest temperature last 24 hours, 21

The Japanese Red Cross society is
going to build two vessels of 260 tons
each for the use of patients in the time
of war.

As stated in the yearly statistical
abstract by the United States govern-
ment the population of the country in
1896 was 71,283,000.

BENJAMIN BISSEL, who lives near
Ballston Spa, N. Y., says he has voted
for eighteen presidential candidates,
not one of whom was elected.

THERE was an increase of 166,781,951,
or 11.4 per cent., in the number of po-
stage stamps sold by the government
during the last six months of 1897
over the corresponding period in
1896.

The Dallas News' Washington cor-
respondent says: "It is conceded on all
sides that the northern hand played in
the game of southern politics is as four
aces." The southern republican poli-
ticians usually play the deuce.

The embellements for 1897 exceeded
those of 1896 by more than \$2,000,000.
The St. Louis Globe Democrat says
that the fact that there was more to
embezzle during the year 1897 must
also be taken into consideration.

The movement to eliminate the let-
ter "J" from the alphabet is not likely
to succeed. Think of the dissatisfac-
tion that would result in Arkansas if
his name was printed "Hon. Games K.
Gones." Not on your life.—Dallas
News.

PRIVATE JOHN ALLEN, democratic
congressman from Mississippi, admits
that the republicans have brought
prosperity in "spots and patches." That
is at least more than can be said of
the preceding administration.

SECRETARY WILSON, after thorough-
ly studying the reports of three spe-
cial commissioners sent to investigate
the agricultural condition of Alaska,
predicts that its fertile soil will before
many years produce grain and food
products which will more than equal
in value all the gold which is now sup-
posed to be hidden beneath the sur-
face.

JEFFERSON M. LEVY, a well known
New York democrat, says a campaign
of education is going to be carried on
in the democracy of that locality, be-
tween now and the meeting time
of the convention of 1900 which will show
democrats that their only chance for
victory is with a "platform which re-
declares and reaffirms the teaching of
Thomas Jefferson, and those teach-
ings only." This, of course, is a blow
at Bryan. A Jeffersonian platform and
the Chicago platform of 1896 would
antagonize each other at every point.
Bryan would be as much out of place
in a Jeffersonian gathering in Jeff-
erson's time as a South Carolina nulli-
fier would be in a republican caucus
in 1898.

THE total number of failures of firms,
individuals and corporations, including
banks, reported for the year just closed
was 15,069, a falling off of more than
2,000 failures and of 13.3 per cent com-
pared with 1896, a decrease of 15 per
cent from the panic year 1893, and a
decrease of 2.3 per cent even from
1891, a year of large and prosperous
business, but nevertheless, of numer-
ous costly business embarrassments.
Compared with the year 1895, a disap-
pointing one in many respects in busi-
ness lines, there was an increase
shown of only about one-half of one
per cent. Compared with 1894, a year
of stagnation, the increase was less
than three per cent and compared with
1892, a year of great business prosperi-
ty, there was a gain shown of 27 per
cent. The liabilities of these failing
in 1897 constituted one of the smallest
totals of recent years, amounting to
only \$156,166,373—a decrease of 37 per
cent from 1896, of 60 per cent from
1893, and of 19 per cent from 1891, but
a gain of 47 per cent over 1892, and
of 5 per cent over 1894.



A LATE PICTURE OF ELISHA GRAY.

Prof. Elisha Gray, the inventor of the telephone and the owner of a
brain which has been the means of making millions of men, is spending
the evening of his eventful life in poverty. This genius, who is one of the three
greatest inventors of the century, finds himself a poor man at 63, and in the
very shadow of the palaces of some of the men who have feasted from the pro-
ducts of his brains he is now forced to live in a humble house, the half of whose
rooms and table is shared by day boarders, who pay the regulation price of the
weekly meal ticket.

He can sit in his place in Highland Park, Ill., and can tell the names of a
score of powers in the world of finance who have caught him in a corner, found
him without a penny, and fooled him into selling his patent for a song. The
pitiful lament of his latter days is that he did not have a conservator appointed
when he had money. He now fears he may die without a cent.

Prof. Gray knows his falling better than anyone else. He has been up
and down. He has made fortunes and spent them. He has never had any con-
siderable amount of money that he did not think it was enough to last forever.
He admits that it never occurred to him to be a scientist for money. He has
never looked for any return save the fame. He once spent a year in devising a
plan for an improvement in the work of the telephone. The improvement was
grabbed upon sight. It brought him a check for \$50,000.

He thought this was enough to last him the balance of his life. He or-
dered his wife and family to pack the trunks. They sailed for Europe the next
week. There was nothing too good or expensive for them to buy. They brought
home pictures, statuary and art treasures, and the home was decorated like the
palace of a king.



RAILROAD NOTES.

The office of the trainmaster of the
Louisiana division of the Texas & Pa-
cific has been abolished.

It is reported that over \$6,000,000 of
English capital has been subscribed
towards the proposed railway exten-
sion from Durango to the port of Mazatlan.

The Northern Pacific will put on a
fast train from St. Paul to Tacoma,
shortening the present time five hours.
The change is made to accommodate
the increased Alaska travel from Tacoma.

President A. A. Robinson, of the
Mexican Central, reports that their
line earned \$2,000,000 more in 1897
than in 1896, and further predicts that
it will show a larger increase in 1898.

The Santa Fe, Prescott & Phoenix
road company has under considera-
tion the building of sheep shearing
pens and dipping water at Peoria,
Arizona, for the benefit of sheep men.

Net earnings of the Chicago and
Northwestern for the year ended De-
cember 31, show an increase of \$4,185,700
over the net earnings of the pre-
ceding year. The net earnings in 1897
were \$12,126,018.

The final survey of the route for the
Chihuahua & Pacific railroad is being
pushed ahead rapidly and the work of
grading and tracklaying will begin
very soon. This road will be built
from Chihuahua to Topolampam, on
the Pacific coast, and will pass through
the Yaqui river country in the state of Sonora.

It is announced that William K.
Vanderbilt has decided to broaden out
the management of the New York Cen-
tral considerably, and that one of his
schemes is the introduction of elec-
tric power to move trains in and out of
the Grand Central station and to es-
tablish a distributing center outside of
the city limits for all trains. At this
distributing center steam power will be
continued for the present on long
distances. The old commodore's spirit
"goes marching on."

A dispatch from Tampico, Mexico,
states that a serious strike is in the air
at the Monterey and Mexican Gulf
railroad. A short time ago the manag-
ement of the road issued an official cir-
cular, stating that all the American
locomotive engineers in the company's
employ would be succeeded as rapidly
as vacancies occurred by native Mex-
icans. Since then a number of Ameri-
can engineers have lost their positions
and their places have been filled with
Mexicans. This action has led to the
present trouble. The remaining
American employees threaten to strike,
in sympathy with the disgraced
American engineers.

New Road for Mexico.
Mexico is coming to the front in rail-
road building as well as other enter-
prises, and especially is this fact to be
noted in the state of Coahuila, where
governor Sig. Miguel Cardenas, by his
liberal policy, is developing the re-
sources of his state in a marked man-
ner. Probably no state in the republic
of Mexico is so rich in mineral as well
as agricultural lands as Coahuila. Its
gold, silver, copper and lead mines
only need developing to assure their
values, and its fertile valleys a means
of transportation to market of their
products to demonstrate their richness.
To meet these requirements the state,
though its governor, has given valu-
able concessions to a company who have
contracted with a St. Louisian, J. H.
Taylor, to build and equip a stand-
ard gauge railroad from Saltillo, the
capital of the state, to its western
border, a distance of about 240 miles,
passing through the richest mining

and agricultural land of the state. In
connection with the railroad, and to
take care of the ore freighted from the
mines, a large smelter is to be built at
Saltillo, and which is stipulated to be
ready for operation as soon as the first
sixty miles of road is completed, thus
assuring a revenue to the railroad from
the outset.

The outlook for a peaceful settle-
ment of the Colorado fast train prob-
lem, which the Northwestern, the
Burlington, to Rock Island and the
Chicago and North Western, all agree
time is not bright. The Rock Island is
practically determined to put on a fast
train to Colorado Springs, and this is
likely to upset the plan for a higher
rate to Denver than to Colorado
Springs or Pueblo, which was propo-
sed at the last meeting. The Santa Fe
will not, in all probability, put on a
fast train, but says that it "does not
propose to get the worst of it." None
of the roads seem willing to abandon
their first position.

The Rock Island is the shortest
route to Colorado Springs, the distance
over its rails being 1081 miles from
Chicago. It does not propose to be
deprived of its share of Colorado traffic
by the new fast trains of the Burling-
ton and Northwestern-Union Pacific
lines.
Whether the putting on of a fast
train by the Rock Island would tend to
settle the strife over Colorado rates,
or to increase it, is a question. The
Santa Fe is the shortest route to Pueblo
but it will not put on a fast train to
compete with those of the other lines
to Colorado. It is possible that after
the conference tomorrow of all the
lines interested in Colorado traffic, the
Rock Island may reconsider its decision
to put on a new train on a schedule
much faster than the present one.
The opinion seems to be growing in
railway circles that the Northwestern-
Union Pacific and Burlington will not
maintain at an expense of \$60,000 a
month their new fast train service to
Colorado, the traffic being so small
comparatively.

From Santa Fe to White Oaks.

The exigencies of the railroad situa-
tion in New Mexico are of such a na-
ture, that it would not be advisable for
the D. & R. G. railroad to build down
the river from Espanola to Albuquerque.
The course that the Santa Fe will
take is to build a line to the very
best and would build up a large and
lucrative trade for the D. & R. G. rail-
road would be a concession of its lines
from Santa Fe, through the coal and
mineral regions of southern Santa Fe
county, through the stock growing
regions of Bernalillo, Valencia, and
northern Lincoln counties to White
Oaks, or a connection with the El Paso
& Northeastern railroad to the Santa
Fe coal fields. Such a line would give
the D. & R. G. a short and through route,
free from washout and other causes for
delays and repairs, into El Paso. It
would open up and develop the resour-
ces of a still virgin section of this terri-
tory and the traffic would not be inter-
fered with. San Luis valley products,
especially flour and potatoes, could be
put into the western Texas and north-
western Mexico markets speedily and cheap-
ly and would quickly drive the Kansas
competition to the wall. In Lin-
coln county an extensive mineral
belt would be struck, that would add
to the business of the Colorado smel-
ters.—New Mexican.

It will be observed that in speaking
of the weather the Herald uses the
truth with the same reckless abandon
as does the Phoenix Gazette in speak-
ing of the republican party.—Don
Kedzie.

Mineral locations for sale at
a special price.

Hood's Pills
Cure sick headache, bad
taste in the mouth, coated
tongue, gas in the stomach,
distress and indigestion. Do
not weaken, but have tonic effect. 25 cents.
The only Pills to take with Hood's Sarsaparilla.

SOUTHERN PACIFIC SUNSET.

Weekly Tourist Car Excursions With-
out Change, Between San Francisco
and Washington, D. C., Chic-
ago, Pittsburgh, Pa., and Cin-
cinnati, Ohio.

Leave El Paso on Fridays and Mon-
days for Washington, D. C., arriving
Mondays and Thursdays via Southern
Pacific company, New Orleans, L.
& N. & Southern Ry.

On Wednesdays for Chicago, Ill., ar-
riving Saturdays via Southern Pacific,
New Orleans and I. C. R. R.

On Saturdays for Pittsburgh, Pa., ar-
riving Wednesdays via Southern Pacific,
New Orleans, L. C. to Louisville, B.
& S. W. to Cincinnati and B. & O.

On Sundays for Cincinnati, Ohio, ar-
riving Thursdays via Southern Pacific,
New Orleans and Q. & C.

To San Francisco, Cal., via Los An-
geles, leave El Paso on Mondays, Tues-
days, Thursdays, Fridays, Saturdays
and Sundays, arriving at Los Angeles
first day, San Francisco 2nd day.

These cars are operated by the Pull-
man company on same plan as first
class sleepers, and like first class sleep-
ers are furnished complete with mat-
tresses, curtains, blankets, pillows,
sheets and pillow slips. New upholster-
ed seats (costing being put in) and other
improvements made. Clean sheets and
pillow slips are put on every night.
Berths in these cars are available to
through or local passengers holding
first or second class or excursion tick-
ets.

A charge of \$1.00 per double berth
(two may sleep in one berth without
additional charge) per night is made;
\$5.00 for a through berth New Orleans
to Los Angeles or San Francisco.

Each car is in charge of an uniform-
ed porter to make up berths and keep
H. R. TURNER, T. E. HUNT,
City Ticket Agent, Com'l Agent,
El Paso, Texas.

Change in Freight Rates.

Effective the 15th inst., via Southern
Pacific Co. rates from eastern seaboard
territory and New York will be the
same as from St. Louis—this on classes
and commodities.

The class rates will be as follows:

1 2 3 4 5 A. B. C. D. E.

1.42 1.26 1.15 1.10 .81 .84 .78 .59 .48 .41

Arrive all freight in care Morgan
Line New York.

E. Hawley, A. G. T. M., 349 Broad-
way, New York City.

T. E. Hunt, commercial agent, El Paso,
Texas.

Sierra Madre Route to the Yaqui Gold

Fields.

Take the R. G. S. M. & P. Ry.
for Casas Grandes, San Buenav-
entura, and the Yaqui gold fields.
Trains leave Ciudad Juarez Mondays,
Wednesdays and Fridays at 8:30 a. m.
Ciudad Juarez Thursdays,
Thursdays and Saturdays at 4:30 p. m.
Mexico City time. Depot opposite
Mexican Central passenger depot.

J. T. LOGAN,
Gen'l Traffic Agent.

Mardi Gras, New Orleans.

Tickets on sale via the G. H. & S. A.
Sunset route, February 17, 18, 19 and
20, 1898—good for returning at any
time within 15 days from date of sale
at one fare for round trip. On Friday
the 18th and on Saturday, the 19th,
tourist car service and on the 19th din-
ing car service. First class coaches
arrive at New Orleans daily.

For further information call on or address
B. F. DARRYSHIRE, S. W. F. & P. A.

Mardi Gras at New Orleans.

Account of Mardi Gras at New
Orleans February 21st and 22nd. The
Texas & Pacific R. R. El Paso route
will sell you round trip tickets
February 18th, 19th, 20th and 21st,
limited for return to March 5th, at one
fare for the round trip, \$35.20. For
one fare for round trip, call on or address
B. F. DARRYSHIRE, S. W. F. & P. A.

Bucklen's Arnica Salve.

The best remedy in the world for cuts,
bruises, sores, ulcers, salt rheum, fever
sores, tetter, chapped hands, chil-
blains, corns, and all skin eruptions,
and positively cures piles, or no pay re-
quired. It is guaranteed to give per-
fect satisfaction or money refunded.
Price 25 cents per box. For sale by
W. A. Irvin & Co., wholesale and re-
tail agents.

For Over Fifty Years.

Mrs. Winslow's Soothing Syrup has
been used for children teething. It
soothes the child, softens the gums,
allays all pain, cures wind colic and is
the remedy for all children's diarrhoea.
Twenty-five cents a bottle.

Holden's Positive Eye Cure.

Sufferers use it. Relief will be speedy
and cure positive and permanent. If di-
rections are strictly followed. For sale
Kelly & Pollard, druggists.

Fare Hygiene Ice.

Made from pure water. Ask
your family physician or druggist as
to purity and healthfulness of our ice.
Telephone No. 14.
EL PASO ICE & REFRIGERATOR CO.

The Mexican Central railway has
established in Mexico City a Bureau
of Information which is prepared to
furnish reliable data as to lands, their
price, titles and resources, whether
grazing, mining or agricultural; about
the mining industry; about the desir-
able locations for manufacturing en-
terprises, or any general information
relative to the resources of Mexico,
latent or developed.

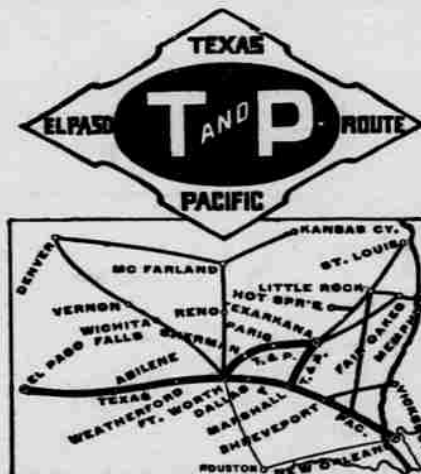
A. V. TEMPLE,
Mgr. Bureau of Information,
Mexico City.

G. A. MULLER,
Com'l Agent, El Paso.

A few months ago, Mr. Byron Every,
of Woodstock, Mich., was badly afflic-
ted with rheumatism. His right leg
was swollen the full length, causing
great suffering. He was advised to
try Chamberlain's Pain Balm. The
first bottle of it helped him consider-
ably and the second bottle effected a
cure. The 25 and 50 cent sizes are for
sale by all druggists.

I have given Chamberlain's Cough
Remedy a fair test and consider it one
of the very best remedies for croup
that I have ever used. One dose has
always been sufficient, although I use
it freely. Any cold my children con-
tract yields very readily to this medi-
cine. I can conscientiously recommend
it for croup and colds in children.—
Geo. E. Wolf, Clerk of the Circuit
Court, Fernandina, Fla. Sold by all
druggists.

Gen. Lew Wallace has built in Craw-
fordsville, Ind., at a cost of \$40,000,
what he calls a study. It is in fact a
library well stocked with books, and
the general proposes to leave the build-
ing and its contents to the city. Thus
a wise and generous man can rear his
own lasting monument and enjoy it,
too.



LOOK AT THE MAP!

We can Ticket You to
**ANY PART OF THE
UNITED STATES.**

**LOW RATES,
ELEGANT EQUIPMENT,
FAST TIME.**

E. P. TURNER, Gen'l Pass'r and Tkt. Agent, DALLAS, TEX.

B. F. DARRYSHIRE, S. W. F. & P. A.

EL PASO

Novelty Works

Oldest established,
Best equipped,
And most modern

BICYCLE REPAIR SHOP

IN THE CITY.

Workmanship on all classes of
Repair Work guaranteed to be
satisfactory. Latest im-
proved machinery and most
skilled workmen. See us
Drop in and examine the

Best \$30.00 Bicycle

IN EL PASO.

319 San Antonio Street.

TRUSSES

Without Any Heavy Waist Belts.
Absolutely Waterproof.
Without Leg Straps.
Cleanly.

W. A. IRVIN & CO.,
Wholesale & Retail
Druggists and Stationers.

Christian

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PHIL YOUNG'S

EDW. H. ADLER,

General

Upholsterer, Harness Maker

and CARRIAGE TRIMMER.

Mattresses renovated and returned the same
day. Particular attention given to all
kinds of repairing.

Cor. Santa Fe & West Overland Sts.
EL PASO, TEXAS.

R. G. S. M. & P. Ry.

Sierra Madre Route

TO

GUAYNOPA

and the

Yaqui Gold Fields.

Fall

And

Winter

THE LATEST

New York, Paris and
London Novelities.

We solicit your dressmaking patronage,
being prepared to render prompt and satis-
factory service.

SPECIALTY OF WEDDING TROUSSEAU

MRS. W. S. STANDISH,
Mills Building. Opposite Plaza.

POMEROY'S

El Paso Transfer

Company.

PACKS, BUS AND BAGGAGE.

Phone 18. 300 to 310 South Oregon Street

Napoleon J. Roy,

The Fashionable Tailor.

WELDON BLOCK - OPPOSITE POSTOFFICE

M. AINSA,
—WHOLESALE—
Grocer and Importer,
113 OVERLAND STREET, EL PASO, TEXAS.

EL PASO SADDLERY CO.

Manufacturers and Dealers in.....

Saddles, Harness, Wagons, Firearms and Ammunition,

WHOLESALE AND RETAIL.

Winchester and Marlin Rifles.....

Colt Pistols, Remington Shot Guns, &c., &c.

We handle the old reliable Cooper Wagon. Our stock of Saddles and Harness
is up-to-date in style, quality and price. No trouble to show goods.

CALL AND BE CONVINCED.... 400 AND 402 EL PASO ST.

THE COOPER

Those who are recognized as au-
thority over the